

MAXINE WATERS

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AND ENFORCEMENT

Congress of the United States
House of Representatives
Washington, DC 20515-0535

May 26, 2011

PLEASE REPLY TO:

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The Honorable Don Knabe
Chairman
Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chairman Knabe,

On behalf of the hundreds of thousands of my constituents who will be impacted now and for generations to come by the decisions that you make today, I write to express my strong support for the construction of a Metro station in the Crenshaw/LAX Transit Corridor at Leimert Park, listed in the Locally Preferred Alternative as Crenshaw/Vernon. Leimert Park is one of the most historically significant focal points of the African-American Community in Los Angeles. It is filled with art galleries, bookstores, live music, theater and of course the drummers on Sunday afternoons. Every year during the Holiday Season, I always look forward to the "Walk, Talk & Shop" tour of Leimert Park Village organized by the Black Women's Forum.

The question before the Board this morning is a simple one. Will the Board support a stop at Leimert, and therefore make an investment in the future of the Crenshaw Corridor? Or will the Board vote to join a disturbing historical trend where those in power use public funds to stifle the economic aspirations of certain communities. Those who believe in Leimert know that we are asking for something which requires a bit of imagination and creativity, but not something extraordinary, unprecedented or impossible. We are asking the Board to look forward and not to build a light rail line that only reflects the current capacity of Leimert Park, but to instead build one that reflects its potential. We insist, that the same view of progressive investment and forward thinking that has been used to put a downpayment on the redevelopment of areas like downtown Los Angeles, be employed here. We insist that the same flexibility that has been used to transfer funds from proposed projects on the Red Line to fund projects on the Expo Line and the Metrolink and to buy land for the expansion of the Union Station complex, be used here.

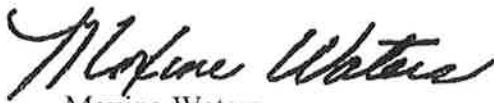
While we recognize that the Crenshaw/Vernon stop would be only one-half mile south of the Crenshaw/ King stop, the combination of these two stops has the potential to become an important anchor to the revitalization of the corridor. Certainly, the precedent created in other

communities throughout the system, including the three USC adjacent stops within one mile on the Expo Line, gives me confidence that if the will exists, the law and the budget should allow for this crucial station.

To have a train line run down Crenshaw, and not to stop at Leimert Park, would be such a glaring omission, that it would serve as nothing less than a hostile declaration against the future of this community. It would be like having the line run down Wilshire and not stop at MOCA, or a line not stop at Chinatown, Little Tokyo or Mariachi Plaza.

I appreciate your attention to my concerns and those of my constituents. I look forward to working with you to ensure that the Crenshaw/LAX Transit Corridor reflects the true aspirations of this community's taxpayers and voters.

Sincerely,

A handwritten signature in black ink, reading "Maxine Waters". The signature is fluid and cursive, with the first name "Maxine" and last name "Waters" clearly distinguishable.

Maxine Waters

Member of Congress

cc: The Honorable Antonio R. Villaraigosa
The Honorable Michael D. Antonovich
Ms. Diane DuBois
Mr. John Fasana
Mr. José Huizar
Mr. Richard Katz
Mr. Mel Wilson
The Honorable Gloria Molina
The Honorable Ara Najarian
Ms. Pam O'Connor
The Honorable Mark Ridley-Thomas
The Honorable Zev Yaroslavsky
Mr. Michael Miles
Mr. Arthur T. Leahy